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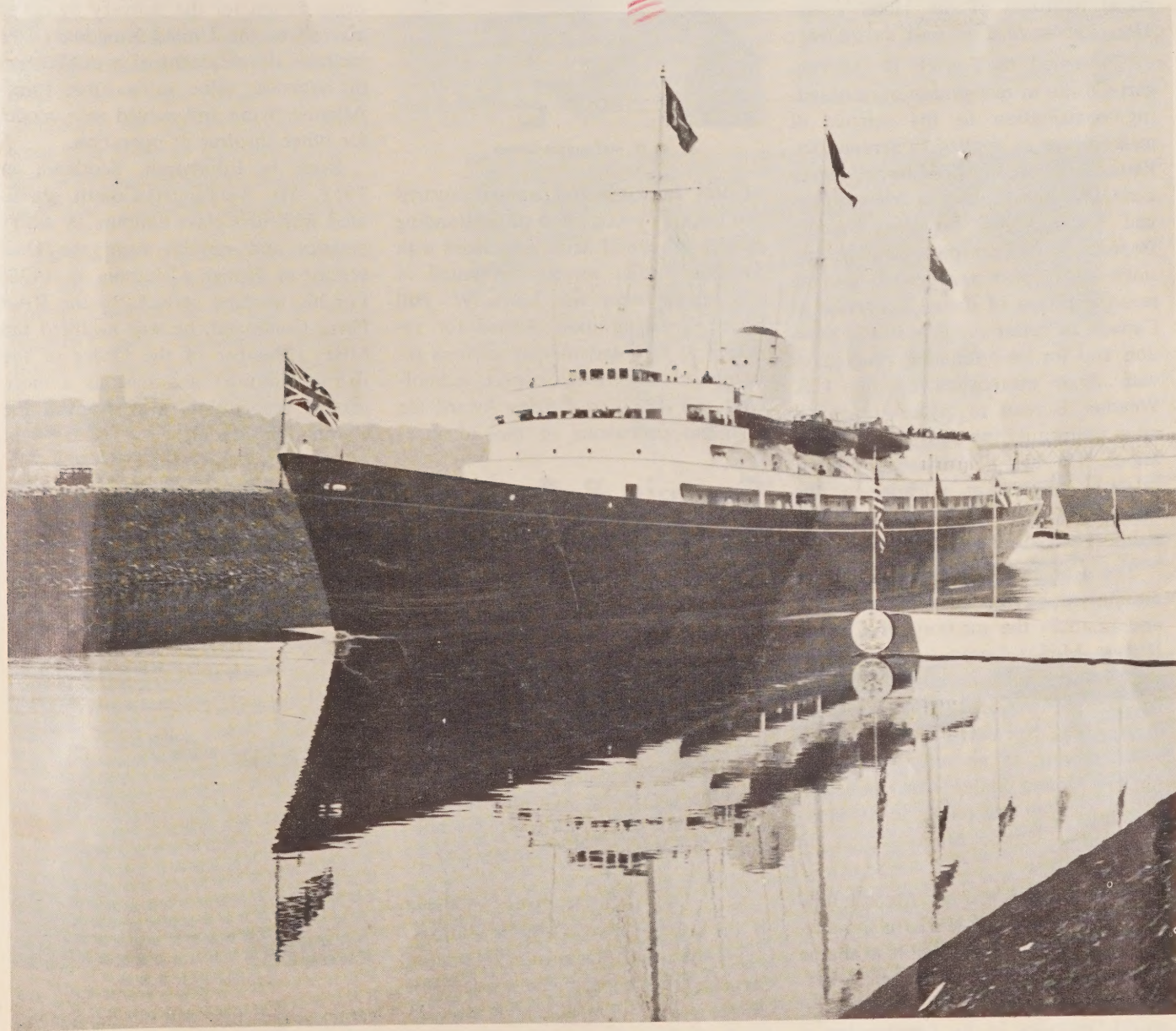
Govt. Publications
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1959

News on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

Transport, Canada.



Official Opening of the Seaway, June 26, 1959.

P. D. McTaggart-Cowan Wins Losey Award

Patrick D. McTaggart-Cowan, Associate Director of the Meteorological Branch, received one of the highest honours in the field of aeronautical science when he was presented with the Robert M. Losey Award at New York on January 27 for his work in meteorology.

The occasion was the Honours Night dinner of the Institute of the Aeronautical Sciences, held in the grand ballroom of the Hotel Astor. The citation read in part as follows:

"Presented to Patrick D. McTaggart-Cowan in recognition of outstanding contribution to the science of meteorology as applied to aeronautics. Patrick D. McTaggart-Cowan, Associate Director, Canadian Meteorological Service, Air Services Branch, Department of Transport, Canada, has, since 1947, been responsible for the re-organization of domestic service in Canada to better serve post-war aviation and for co-ordinating procedures with those established by the U.S. Weather Bureau to insure the maximum uniformity for trans-border operations. He has distinguished himself in many respects as a leader for the last two decades in the field of aeronautical meteorology."

The Robert M. Losey Award was established by the Institute in 1940, and honours the memory of Captain Robert Moffat Losey, a member of the Institute and a meteorological officer of the Air Corps, who was killed at Dombas, Norway, April 21, 1940, while serving as an official observer for the United States Army. Captain Losey was the first officer in the service of the United States to die in World War II.

The Institute of the Aeronautical Sciences, founded in 1932 for the purpose of facilitating by all available means the exchange of technical aeronautical information throughout the world, includes in its membership a veritable "who's who" of the aviation industry.

The Honours Night Dinner has become a feature of the Annual Meeting



P. D. McTaggart-Cowan

of the Institute and annual awards are made in recognition of outstanding service in several fields associated with aviation. Other awards presented at the dinner were the Louis W. Hill Space Transportation Award for research in the fundamental sciences relating to space travel or space technology, and the John Jeffries Award for scientific endeavour in the advance-

ment of aeronautics through medical research.

In 1942, Mr. McTaggart-Cowan contributed to production of the Joint Control Instructions, under which aircraft operated in the North Atlantic area. These directives became the foundations for current ICAO procedures.

During the first half of World War II, he established the meteorological organization for the delivery by air of aircraft to the United Kingdom. This includes development of a publication of immense value to wartime trans-Atlantic flying and served as a model for other theatres of operation.

Born in Edinburgh, Scotland, in 1912, Mr. McTaggart-Cowan graduated with first class honours in mathematics and physics from the University of British Columbia in 1933. For his wartime services to the RAF Ferry Command, he was awarded the MBE (Member of the Order of the British Empire) and has, as a more general recognition, also received the Coronation Medal.

Captain Bullock of Marine Regulations Writes Book *Ships and the Seaway*

A new and different aspect of the St. Lawrence Seaway story, that of the ships that will sail the great new waterway, is told in "Ships and the Seaway", a book written by Captain Frederick J. Bullock, of the Marine Regulations Branch, Ottawa.

The volume, lavishly illustrated, offers a happy change from the considerable amount of literature already published concerning the Seaway and its economic significance.

No writer could be better qualified to do the job, for Captain Bullock, now with the Steamship Inspection Service of the department, spent 23 of his 47 years sailing the high seas. In his book he writes of the ships that have sailed the St. Lawrence from the earliest days of its history to the present; from the old "bateaux" of the French-Canadian pioneers to the gi-



Captain F. J. Bullock

gantic vessels that will ply the Seaway with cargoes from all over the world.

Born and educated in England, Captain Bullock was apprenticed to a steamship company when he was sixteen and served in the British Mer-

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G.C.A. System Now at Gander

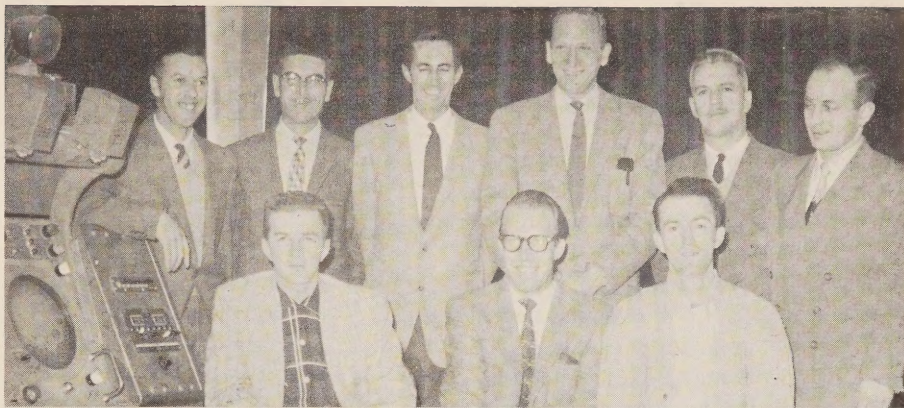
A Ground Control Approach system, installed as an additional safety factor for air operations, was commissioned at Gander, Newfoundland, February 17. The system augments the already extensive establishment of radio aids to air navigation serving traffic at that airport.

The new system is operated by nine specially trained men of the Department's Air Traffic Control Division, certified in the use of "GCA". Maintenance is done by five technicians of the Telecommunications Branch, who have also undergone special training.

Present for the commissioning of the "GCA" equipment were: Earle F. Porter, Engineer in Charge of Maintenance and Operations, Ottawa; James Shantora of Radar Maintenance, Telecommunications Branch, Ottawa; John Falvey of Air Traffic Control headquarters, Ottawa; and H. C. Risteen, Regional Radio Aids Engineer, Moncton, along with J. G. Scammell, Chief Controller of the Gander Tower and GCA maintenance and operating staffs.

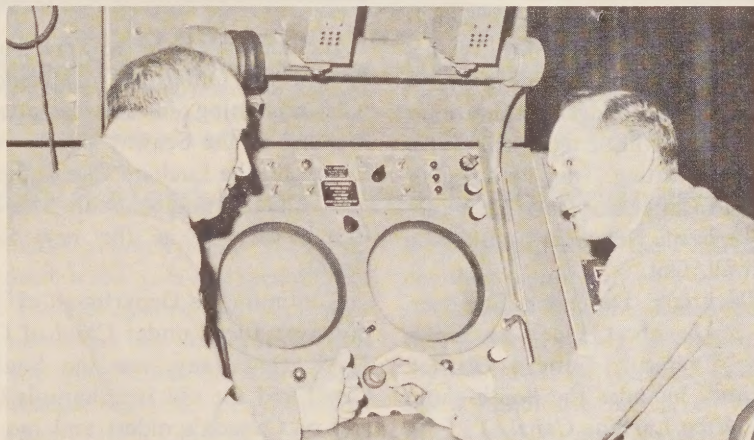
The new system was put to the test shortly after it was installed and operated with complete success when a Trans-Canada Air Lines aircraft was forced to make a landing in blizzard conditions. The aircraft had just taken off from Gander when the captain, noting one engine was not operating properly, turned back to the airport. Despite the bad conditions, the aircraft was brought down without incident. P. G. Brackett was controller on duty at the time.

Installation of the Gander "GCA" was planned and engineered by F. L. Bentley of Telecommunications headquarters, Ottawa. R. G. Read was resident engineer for the installation.



Transport Department Staff At Gander "GCA" Opening—Here are some of the Gander staff who took part in the official opening of the airport's new Ground Control Approach system. (Front, from left) E. Taylor, M. Clarke and P. Mac-

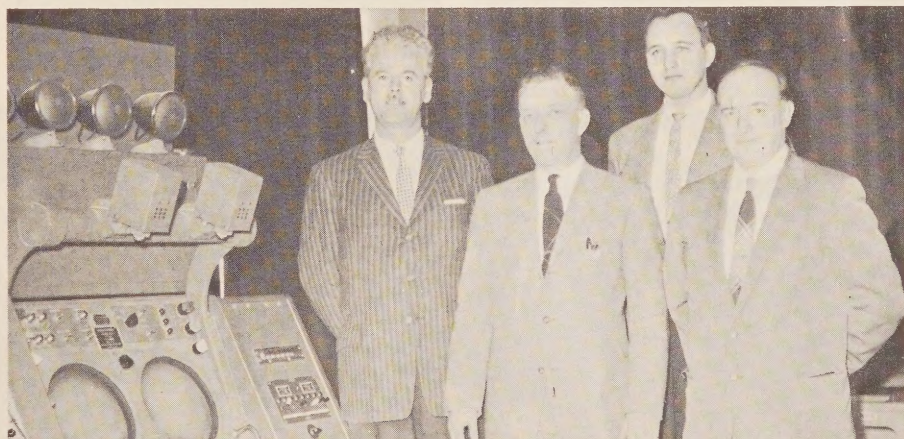
Lellan, air traffic controllers; rear, E. G. Wicks, J. Guppy and R. G. Read, all of Telecommunications; J. G. Scammell, Chief Air Traffic Controller, Gander; W. G. Raymond and D. Batstone of Telecommunications.



Keeping An Eye On Air Traffic—Seen here at the controls of the new Ground Control Approach equipment at Gander are two officials of the Gander staff. They

are (left) W. H. Heath, Officer in Charge, Gander Aeradio Station, and J. G. Scammell, Chief Air Traffic Controller.

(Photos by Hap Chafe, Gander, Nfld.)



Officials Attend Gander Ceremonies—DOT officials are seen here with some of the new Ground Control Approach equipment commissioned at Gander. (From left) John Falvey, Air Traffic Control operations inspector; Earle F. Porter,

Engineer in Charge of Maintenance and Operations and James Shantora, of Radar Maintenance, Telecommunications Branch, Ottawa; and H. C. Risteen, Regional Radio Aids Engineer, Moncton.

Canals Staff go to Seaway Authority

Five well known figures of the Department of Transport's former Canal Services headquarters staff transferred to new duties with the St. Lawrence Seaway Authority when, on April 1, the Seaway body took over the operation of the "main line" canals of the St. Lawrence-Great Lakes system.

R. J. Burnside, former Director, Canal Services, became Director of Operations and Maintenance, and with him went A. M. Luce, R. L'Heureux, J. Walker and F. L. Reynolds of headquarters engineering staff. Mr. Luce, Engineer in Charge of Operations in Canal Services, will be General Superintendent of Maintenance; Mr. Walker will be Administrative Officer in charge of accounting and budget preparations; F. L. Reynolds will be technical officer in charge of drafting. They held similar positions in Canal Services. Their offices will be in the New Seaway Building in Cornwall, Ont.

R. L'Heureux, Designing Engineer, goes to St. Lambert, Que., as Superintending Engineer, Eastern District. His territory includes the South shore Canal and the Lachine Canal. T. J. L. Ryan will continue on at St. Catharines, to be Superintending Engineer, Western District. He was Superintending Engineer of the Welland Ship Canal. The Welland Canals and Canadian Lock at Sault Ste. Marie will come under him.

F. O'Grady Office Services Chief



F. J. O'Grady

Frank Joseph O'Grady succeeds Martin Kenny as Chief of Office Services. He started his career in the Civil Service in 1929 as an office boy in the Records Branch of Marine and Fisheries and has risen through the ranks in that Branch to become an expert on matters relating to records, filing, internal economy, equipment services, systems control and office machines, and forms.

Mr. O'Grady is also Chairman of the Suggestion Award Committee handling administration suggestions; Chairman of the Departmental forms Committee; Chairman of the Vital Documents Committee, and Secretary of the Publications Committee. He is also a member of the Canadian Government Specifications Committee and the Public Records Committee of the Privy Council.

Included in the move were that portion of the Ontario-St. Lawrence canals remaining in service after the flooding of the Seaway power pool at Cornwall, the Lachine Canal, the Welland Canal, and the Sault Ste. Marie Canal, as well as the new Seaway Canals.

Continuing as Department of Transport operations under Chief of Canals J. N. Betournay, are the Soulages Canal and the old Beauharnois Canal, two of Canada's oldest and most historic waterways. Besides these, the secondary canals will remain under the Department of Transport, including St. Peter's Canal in Cape Breton Island; Canso Canal at the Cape Breton-Nova Scotia causeway; St. Ours and Chambly Canals on the

Richelieu River-Lake Champlain routes; Ste. Anne, Carillon and Grenville Canals on the Ottawa River; Murray Canal; and the Rideau and Trent canal systems.

Old Canals Have A Colourful History

Inclusion of the main line canal operations as an integral part of the Seaway set-up is a notable development in the long and colourful annals of Canada's canal systems. Their history goes back as far as 1680, when a canal, 18 inches deep, 12 feet wide

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The retirement presentation to Miss Duhamel was an occasion for Canal personnel to get together. After April 1, a number left to take positions with the St. Lawrence Seaway Authority.

There are several members in the photo from other divisions in the Hunter Building.

Photo Features

50 Years of Flight

AVIATION PIONEERS HONOURED

February 23 was Aviation Day in Canada—a day set aside to mark the fiftieth anniversary of the date of the first powered flight in Canada when J. D. McCurdy flew his “Silver Dart” at Baddeck, N.S. Banquets held in the main cities of Canada were well represented by DOT personnel, including many “old-timers” who today are key men in Air Services.

In Vancouver, Dr. T. G. How, Regional Director, was invited to sit at the head table. Some DOT aviation personnel who contributed to the development of aviation in Canada and who received honourable mention there, were: A. T. Cowley, former Director of Air Services; W. D. “Bill” Lawson, former Regional Director, Air Services, at Winnipeg and one of first RCAF pilots at Jericho Beach, RCAF station; W. H. Irvine, Regional Controller, Civil Aviation; D. D. Murphy, Regional Superintendent, Air Regulations; N. C. Terry, Regional Aircraft Inspector; A. H. Wilson, Regional Superintendent, Airways; and W. J. Jacquot, Aircraft Foreman Mechanic.

Among the leading list of pioneers was guest speaker Igor Sikorsky, head of the world famous helicopter organization, who made his first flight in France in 1909.

Also present were Frank Ellis, who built and flew the first successful aircraft in Alberta in 1913; Grant McConachie, former bush pilot, now CPA President, and several other notable pioneers in aviation. It was the biggest aviation representation held in Western Canada.

DID YOU KNOW THAT

You can use an ordinary ball point pen for signing, marking or drawing on stencils? Gone forever is that frustrating search for “missing” stylus—usually found after you no longer need it.



DEPARTMENT'S DISPLAY MARKS AIR ANNIVERSARY

The photographic display seen here was prepared by the Department of Transport in connection with observances of the 50th anniversary of powered flight in

Canada. It is to be on display at various D.O.T. airport terminals across Canada and was first shown to the public in the waiting room of Windsor airport.

Radio Telephone Saves Lightkeeper's Life

A small radiotelephone set, only item saved when gale-whipped flames roared through historic old Southwest Point lighthouse on Anticosti Island, Que., was responsible for the rescue of lightkeeper Evariste Ferguson and his assistant, Owen Gleeton, at Christmas time.

The radiotelephone and batteries were all the quick-thinking lightkeeper could take from the blazing building. Had he not saved them, the 40-mile an hour northwest gale and eight-below zero temperature might have resulted in a tragic end for the two men.

With the set, installed by Radio Aids for such emergencies, the lightkeeper called Marine Radio Station, Ellis Bay, who were able to contact the icebreaker, “Labrador”, which was in the region at the time. As it was, the ship could not reach the scene until more than twenty hours after the fire broke out on December 24.

Storms Delay Rescue

The continuing storm and drifting ice made it impossible to put a boat ashore for the two lighthouse men until about 2 a.m. December 26. During that time the fire victims had only enough food for one meagre meal, a

sorry substitute for the Christmas dinner they planned to enjoy.

Cause of the fire, which destroyed the keeper's living quarters, all his supplies and the interior of the old stone lighthouse tower, is unknown. Mr. Ferguson and Mr. Gleeton were listening to their living room radio when they smelled smoke. They found the attic afire.

Three fire extinguishers were emptied in a futile attempt to halt the blaze, which, fanned by the gale, turned the building into an inferno in minutes. Facing a hopeless situation, Mr. Ferguson and his assistant fled to safety.

Aboard the icebreaker, they soon recovered from their grim experience. The Department immediately carried out a survey of the lighthouse site to see whether the old 90-foot circular stone tower could be used again to house a new light.

If the fire damage does not permit this, a new steel skeleton will have to be erected to hold the light, replacing the tower. The old lighthouse was built in 1831, in the days of sailing ships, and is one of the oldest on the St. Lawrence.

SUGGESTION AWARD REPORTS

J. O. MARTIN, TORONTO REGION, SETS RECORD FOR AWARDS

JAMES O. MARTIN, O.I.C., Clear Creek Aeradio, has set a suggestion award record in the Department of Transport. On February 19 he was presented with his sixth and seventh award, a brief case and an overnight case. He has previously received two cash awards and three awards in kind.

His sixth suggestion was that when the I.L.S. localizers, V.H.F. and low frequency radio ranges, are undergoing maintenance, the coded identification be deleted in order to warn pilots that the facility is temporarily unreliable.

The seventh suggestion was that small aluminum step stools be provided at transmitter buildings and remote control points to eliminate the hazardous procedure of personnel using folding chairs and such other means to reach electronic equipment on high shelves.

H. H. GARDINER, Port Burwell, Ont., suggested that a reminder be sent to all shipping masters on the Great Lakes to urge them to use facilities of nearest coast radio stations for sending messages, according to radio regulations.

It would be less costly as well as giving a faster service.

SUGGESTION SIMPLIFIES OPENING DOORS

The traffic tangle when entering and leaving the Veterans Building, Ottawa, with persons pulling instead of pushing and shoving instead of pulling big glass doors, annoyed WINNIFRED K. SMITH of Air Services. She made a suggestion that decals, "Push" and "Pull", be affixed to the outer and inner doors at the four main entrances of the building. Now similar doors in other buildings have signs affixed to them. Miss Smith received a travelling alarm clock for her suggestion.

W. M. MARSHALL WINS THIRD AWARD

W. M. MARSHALL won his third award in the Suggestion Award Plan, \$27. He suggested that only one weather forecast bulletin be issued per day instead of the two issued previously.

FOUR OTHER TELECOMMUNICA- TIONS WINNERS

HENRY F. SALISBURY received a brief case for suggesting that the phonetic alphabet usually printed on the bottom of a page in the publication, Radio Aids to Marine Navigation, be printed in bold print on a single sheet for convenient posting near radiotelephones on board ships.

J. C. WYATT received an electric alarm clock for a suggestion that Office Services notify secretaries whenever a file number is changed on outgoing mail.

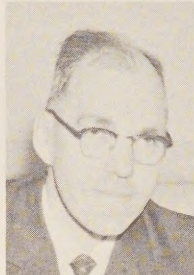
WINNERS



Miss W. K. Smith,
Air Services, Ottawa



J. C. Wyatt, Telecom,
Ottawa



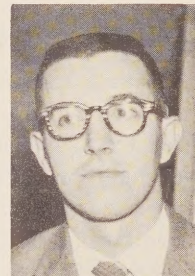
Henry F. Salisbury,
Telecom., Ottawa



J. E. F. Gosselin,
Purchasing and Stores



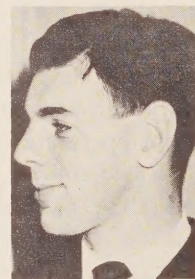
Frederick C. E. F. Keil,
Telecom., Ottawa



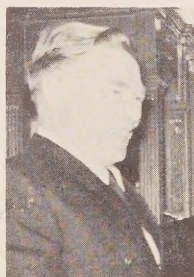
Stephen B. Cochran,
Telecom., Ottawa



W. M. Marshall,
Telecom., Ottawa



K. Oglesby, Welland
Canal



W. M. Exley, Chief
Officer of "Estevan"



James O. Martin, OIC,
Clear Creek, Ont.

FREDERICK C. E. KEIL received a travel alarm clock for suggesting that authority be granted to the OIC of stations to initiate action on write-off Form 329.

STEPHEN B. COCHRAN, technical officer, received a tourist camp-stove as an award for recommending that a list of suggestions be compiled on efficient methods of operating coal stoves and furnaces. These would be sent to personnel occupying departmental dwellings.

AWARD IN PURCHASING AND STORES

J. E. FERNAND GOSSELIN received \$15 for his suggestion that Form 318, Requisition on Storekeeper, be utilized in ordering uniform clothing and accessories for marine officers, in lieu of the practice of writing other forms and letters.

ECONOMIC POLICY CLERK WINS AWARD

MARIAN L. COUSINEAU received an award of \$91 for a suggestion that a ledger sheet be used to record yearly statistics of hours flown by air carriers, instead of using the coded business machine method. The time needed to enter figures on a ledger sheet is less than that required for coding on cards for the machine.

TWO AWARDS FOR METEOROLOG- ICAL HEADQUARTERS, TORONTO

G. J. MONGRAW received a cash award of \$77 for devising a cheaper and more efficient way of shipping unframed thermometers, replacing the rubber inlaid custom-made boxes.

E. C. BOURDON received an Italian leather compact and cigarette case for a suggestion to replace balloon filling nozzles, designed for filling radiosonde balloons from a high pressure generator, and which became unsuitable for use with the low pressure hydrogen generators.

SUGGESTION FROM VANCOUVER REGION SAVES BUOYS

W. M. EXLEY, Chief Officer of C.G.S. "Estevan", received a cheque for \$32 for his suggestion that the superstructure and base of each buoy be joined with a chain, so that both parts might be salvaged rather than sink and be lost in the event that the buoy was damaged by a log chain.

RADIO OPERATORS IN MONCTON REGION

S. W. HATCHER, Camperdown, received a portable electric drill for his suggestion that the daily Marine and Radio Weather Broadcast from Camperdown be eliminated as it was an exact duplicate of the Halifax broadcast heard on the same wavelength ten minutes earlier.

J. A. R. GEDDES, Sydney Radio Regulations, received a cash award of \$40 for a suggestion that a poster showing procedure to be followed in cases of distress, urgency and safety, be made and displayed near the radiotelephone station aboard small ships not carrying a certified radio operator.



Welland Canal Winners Receive Award from T. J. Ryan, Superintending Engineer (L. to R.), G. F. Sherlock, Canal 4, Lock 1; Father of Paul Sherlock, bridgmaster bridge 1, who was presented with a barometer; Keith Saylor, draftsman; T. J. Ryan, J. T. Haigh, Canalman, Lock 8, and Mr. Haigh, father of J. T. Haigh.



Award is presented to J. P. Francis, Lockmaster (R) by W. D. Bennett, Superintending Engineer, Trent Canals. G. E. Easton, Canal Superintendent is on left.

KEITH OGLESBY, WELLAND CANAL WINS LARGEST CASH AWARD SO FAR

K. OGLESBY received \$100 in the "blitz campaign", winning third place for suggestions in the technical field and also won \$95 in the Department of Transport Suggestion Award Plan, for the same suggestion.

Mr. Oglesby invented a mechanized device for cleaning operating cables of vertical lift bridges, to replace the old, slow hand-cleaning method of scrapers. As well as reducing cost it does a more thorough job, thereby extending the life of the cable.

KEITH SAYLOR received a cash award of \$18.50 for his suggestion that a dumb waiter be installed between the second floor drafting room and the basement duplicating room in the Canals Building. It saves time and is more convenient.

PAUL R. SHERLOCK received a barometer for a suggestion that all bridges over the Welland Canal be equipped with automatic flashers. This speeds up navigation and increases safety.

J. T. HAIGH received an electric drill for a suggestion that a flashing light be used to indicate that a lock is getting ready for the next southbound vessel through the Welland Canal.

TRENT CANAL

JAMES P. FRANCIS received an overnight case for a proposed new method of fastening the buoyancy tanks on the lift locks at Peterborough to facilitate removal for repair or painting purposes.

CLAIR T. TREW received an electric drill for a device which provides for a simple and safer method of testing air tanks on the gates of a lift lock.

IMPROVED METHOD FOR FILING FORECASTS

J. A. D. MACNEIL, Meteorologist, Moncton, was awarded a brief case for designing a filing rack which provided an improved method of filing forecasts for operational use.

LOADING DEVICE SUGGESTION SAVES TIME

J. H. UNGER, Hay River, and E. R. OSBORNE, Fort St. John, jointly won \$124 cash for suggesting and constructing a front end loading device for use on a D4 caterpillar tractor. The device can be made mostly from scrap around an airport. It reduces the necessity of loading sand, barrels, and other items by hand.



J. A. R. Geddes (centre) receives award from J. A. Lenahan. Mrs. Martinello is a member of the Sydney staff.



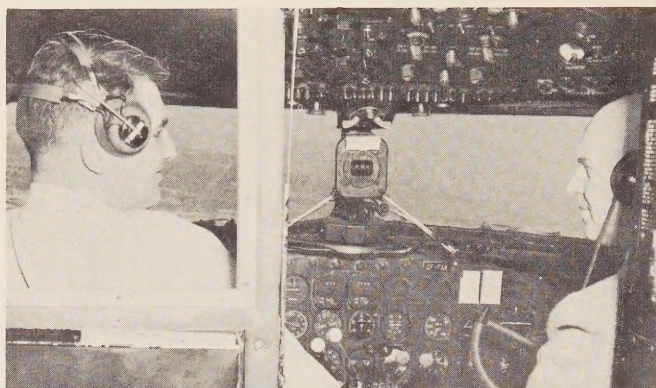
Presentation of Award Certificate to E. Osborne by E. G. Clark, Regional Superintendent of Airports.



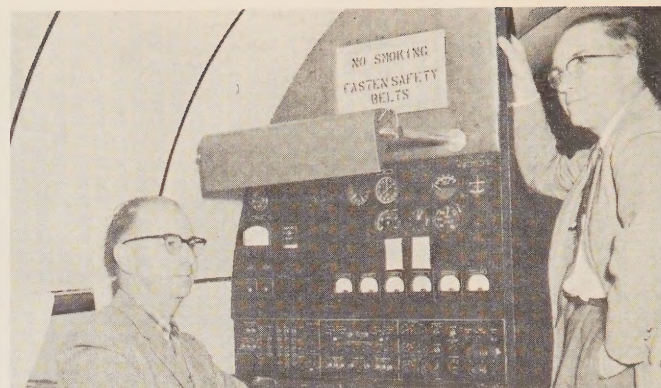
C. J. Mongraw (L) receives award from H. H. Bindon, Chief, Instrument Division, Meteorological Branch.



E. C. Bourdon (L) receives award from D. C. Archibald, Chief, Basic Weather.



"That's The Way We Like It!"—Airway Inspector S. Lantinga formerly of Ottawa (now R.S.A., Moncton) and D. Holmes of Ottawa compare notes on the operation of the "VOR" air navigation aid they are putting to test with a DOT range-checking plane. These men ascertain whether the "VOR" system is operating suitably to meet the requirement of pilots.



Airborne Range Riders—A. G. McLennan, technical officer, Ottawa, and technician W. Christie of Edmonton, (seated) discuss the checking of the Very High Frequency Omni-Range air navigation aid, which is done with the aid of the complicated electronic equipment on the panel. Mr. MacLennan supervises the training of field personnel in the use of the checking equipment.

quires the sites, installs, maintains and operates the ground equipment and keeps the airborne installations in proper operating condition.

Constant Check-Up

To keep the "VOR" operating at peak efficiency, the Department is training men in each Region and equipping aircraft for the highly specialized job of 'calibrating' or checking the system.

Two DC-3 aircraft have been outfitted with special radio equipment to enable a constant study of the accuracy with which the new navigational aid is operating. They are also able to check on the efficiency of instrument landing systems in use at many major airports. Additional aircraft are to be outfitted for this work and some will be stationed permanently at various centres across Canada as the "VOR" comes into full scale use.

In making a check, the aircraft is flown in a circle of five miles radius around a "VOR" transmitter station.



At The End Of The Course—Radio Technicians from Vancouver and Moncton who have just completed a course on calibrating the range with instructors and pilots. A. G. MacLennan, instructor; A. Lindop, co-pilot; F. Lee, Moncton; Mac West, pilot; B. Rowe, radio engineer, Ottawa; D. Baker, Moncton; J. Brokenshire and B. Glass, Vancouver.

Public Works Photo

Technicians Acquire "Know How" of New Equipment

"Home on the Range" may be the theme song of cowboys, but it has a more modern, though equally meaningful connotation to the men of the Department's Air Services.

Indeed, it can be applied aptly to aviation in general, for when a pilot travels the trackless skies it's a good bet that he, like the cowhand, is "riding the range". In the case of the aviator, however, it's the Very High Frequency Omni-Range, not the tumbleweed-strewn variety, that he's riding and it provides him with safe, certain direction to his destination whether it be day or night, cloudy or clear.

They're Using "VOR"

The Very High Frequency Omni-Range system, or "VOR" as it is called, is being put into increasing use across Canada by the Department as another forward step in development of Canadian aviation. Already it is in use from Montreal westerly across southern and southwestern Ontario.

By the end of the year it is expected to be operative from Kenora to Lethbridge and from Lethbridge to Calgary and Edmonton. In addition, sites have been selected and installations started at Fredericton, Moncton, Charlottetown, Halifax, Yarmouth, Sydney and Gander to enable an extension eastward from Montreal.

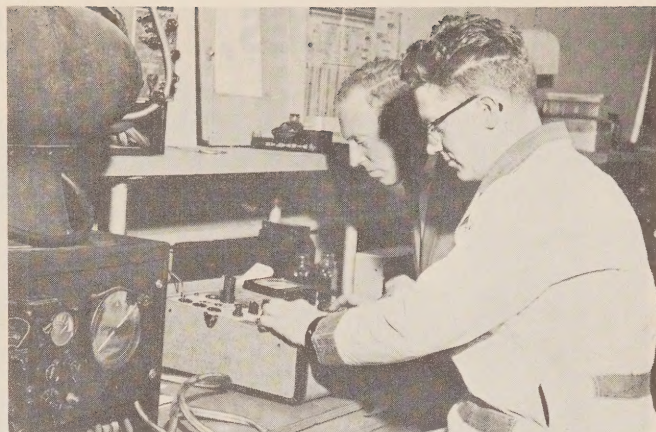
Keeping pace with the installations and aimed at maintaining them to degrees of high accuracy are the men of the Airways staff, Civil Aviation Branch, and Radio Aids of the Telecommunications Branch. The former group, concerned with the actual flying operations, decides where it wants the equipment in operation, in order to provide adequate airway capabilities. The latter ac-

A radio technician on the ground makes periodic note of the plane's exact location, and simultaneous readings are recorded by a technician with equipment aboard the plane. If subsequent comparison shows any error in the reading recorded on the plane, the necessary steps are taken to adjust the transmitter so that it provides the correct information.

Further checks are made to determine the adequacy of the signal at greater range. Particular attention is given to the sectors or radials which will be used for airway designations.

The older navigational aid, the low frequency radio range, is still in use across Canada, but aviation is swinging rapidly to the use of the "VOR" system, which is less subject to interference and much more accurate in use.

With the "VOR", the pilot does not have to fly around to locate an audible signal that will help him find an airway. He merely turns a switch on his new equipment and a needle on a dial indicates the direction of the "VOR" transmitter station. He makes the necessary changes in course until the needle indicates that he is heading in the right direction. With the new system he



The Experts Keep An Eye On Things—Radio Technician Murray Skinner and Technical Officer Dick Ferrier check the performance of radio equipment that has been removed from a departmental aircraft and given its regular overhaul in the radio maintenance shop at Ottawa airport.

can follow a much more sharply-defined course than is possible with the older "radio range". With the older system, too, poor radio conditions might make the range signal inaudible.

DOT Weathermen Visit U.S.S.R.

(Second part of two-part story)

After a visit to the Airport Aviation Forecast Office in Leningrad, the Canadian Meteorologists boarded an Aeroflot version of the DC-3 for a flight to Kiev, a one time capital of Russia. Here they spent some time with Dr. Bogatyr, Director of the Hydrometeorological service of the Ukraine, and Dr. Prichotjko, Chief of the Hydrometeorological Research Institute. The latter body is engaged in research problems specific to the Ukraine area. They also visited the University of Kiev, with a student enrolment of 6000. The Meteorology and Climatology courses are in the Geography Faculty, where thirty-five to forty-five students are specializing in these two subjects.

The visitors enjoyed sightseeing in this city, beautifully situated on a high hill overlooking the Dneiper River. Although almost completely destroyed during the war, the city still has some interesting historical remnants of a by-gone era. The wide streets, new buildings and attractive floral displays impressed the visitors.

Georgia Noted For Hospitality

From Kiev the weathermen flew to Georgia, an all day trip. Good visibility on the flight enabled them to get a view of the agricultural and industrial regions of the Ukraine, and the snow covered mountains of the Caucasus. The capital city, Tbilisi, in the interior of mountainous Georgia, is less than 100 miles from Turkey and under 150 miles from Iran.

A party of 15 scientists met them at the airport and spent the evening sightseeing, followed by a fabulous banquet. Georgia has a reputation throughout the U.S.S.R. for

hospitality, and the Georgian hosts of Dr. Thomson and Dr. Godson more than lived up to this reputation. During the second evening, the Canadian party were guests at a private showing of colour films of Georgia, of a Georgian opera and folk dances.

On the second day of the visit the Canadians were taken to a rather distant collective farm. The visit was made the occasion for another mammoth banquet.

Interspersed among the social events were visits to the Hydrometeorological Service of Georgia, which once employed Mr. Stalin as a weather observer, and the Hydrometeorological Research Institute for the Caucasus area, the latter serving three separate republics.

Samarkand Old Moslem Capital Visited

The last visit on this trip was to Samarkand, legendary city of the Middle Ages, which successively was the capital of the Moslem empire and the capital of Tamerlane. It is about 150 miles from Afghanistan and 350 miles from Pakistan. The city has many ruins of Moslem mosques, mausoleums and universities of the 15th century, decorated with mosaics in beautiful blue tones.

The flight back to Moscow in an all-jet plane took four hours, through four time zones and flying at an altitude of 35,000 feet. Dr. Godson left Moscow by Sabena for Brussels, then on to London to attend an international administrative ozone conference in Oxford before returning to Canada. Dr. Thomson flew to Helsinki by Aeroflot. After a visit in Finland, he flew to Hamburg for a few days and then to London.

CONFERENCES, COURSES, CLASSES



Earle Porter (R), Chief, Maintenance and Operations, Radio Aids, congratulates technicians and presents certificates at end of radar course. Shown (L. to R.) W. L. Furness, Saint John, N.B.; W. G.

Conrad, Halifax, N.S.; C. P. Myrick, St. John's, Nfld.; M. Behune, Sydney, N.S.; R. G. Erwin, Moncton, N.B.; D. MacLean and W. M. Marshall, instructors.

Photo Features

Courses in Marine Radar

Two courses in operating marine radar equipment were held in Ottawa during March and April for radio technicians from the Maritimes area.

Since many DOT ships are now equipped with radar, the Department is adopting the policy of having equipment serviced by DOT technicians instead of by company servicemen, to avoid delays.

The instructors in the courses were W. M. Marshall and D. MacLean from Maintenance and Operations Staff of Radio Aids Division.

Operations Supervisors Attend Course

Operations Supervisors from four Air Services Regional Offices attended a two-week conference at Ottawa in February. Attending were P. Bishop, Moncton; G. Phelps, Toronto; C. Sawyer, Winnipeg; and J. O'Connor, Edmonton.

Members of the Radio Aids Operations staff, H. E. Walsh, E. F. Porter, G. Wells, W. J. Baker, W. R. Porter and E. T. English, acted as syndicate leaders in discussing aspects of aviation and marine operations.

Discussions on phases of supervisory and management techniques were led by D. E. DeBow, Chief Personnel Training and Welfare, and other members of his staff, E. W. Howe, S. I. Harlock, A. A. Johnson and R. J. Schroeter.



W. M. Marshall (R), instructor in radar course, reviews techniques of radar equipment on the last day of course. Shown here are (L. to R.) J. Maher, Halifax;

A. W. Wilson, Moncton, N.B.; J. Fitzgerald, St. John's, Nfld.; D. MacLean, instructor; E. J. Brown, Saint John, N.B.; and G. B. Sheppard, Sydney, N.S.

Public Works Photo



Regional Operations Supervisors who came to Ottawa for training course, and Radio Aids Staff (l. to r. around the table): G. Phelps, Toronto; C. F. Sawyer, Winnipeg; G. Wells, RAO, operations;

H. E. Walsh, Chief of Radio Aids; and E. F. Porter, Engineer in Charge, Maintenance and Operation, Ottawa; J. H. O'Connor, Edmonton; P. Bishop, Moncton.

Public Works Photo

Edmonton Graduates First ATC Class

Fourteen pupils graduated from the first Air Traffic Control School held in Edmonton. Eight graduates stayed in Edmonton for their practical training and six went to Vancouver district.

At the graduation ceremonies, H. J. Williamson, Regional Director, gave an address and presented diplomas to the graduates. He commended them on the high class average obtained, 92 per cent. Short talks were also given



Attend Course In Air Accident Investigation—Twelve civil aviation inspectors from points across Canada, as well as members of the department's Air Services headquarters staff, take a special course in accident investigation. Seen in the Staff Training and Welfare lecture room are, *from left, seated*, E. G. Clark, Edmonton; A. J. Burlen, Toronto; W. J. Dick, Edmonton; C. Leyland and M. R. McCubbin, Vancouver;

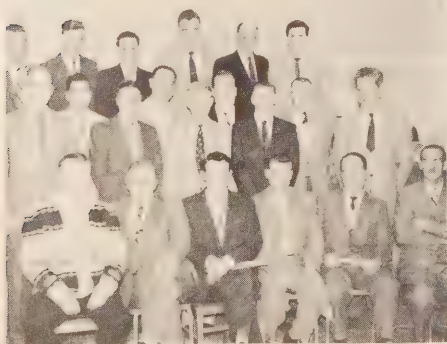
L. Martineau, Montreal; Roy Goodbrand, Toronto; R. O. Rice, Moncton; D. A. McLellan, Montreal; Robert L. Masters, Ottawa; B. H. Hinderks, Winnipeg; S. J. Parry, Moncton; A. J. McDonnell; W. M. Johnson, headquarters; Charles T. Travers, A. N. LeCheminant, headquarters; M. C. J. Dale, W. V. Gordon, headquarters and T. E. Carrie, Winnipeg.

Photo Features

by T. C. Gleave, Supervisor of A.T.C. Training, B. Marshall, Chief of the A.T.C. centre and J. W. McClure, Regional Superintendent of Air Traffic Control in Edmonton Region.

These classes, in operation for the past two years, are normally held in Winnipeg and Toronto, but since Winnipeg was busy with an IFR training program, the classes were moved to Edmonton for this session.

First ATC class to graduate from Edmonton region: *Front row (L. to R.)* R. D. Wood, Chief Controller, Edmonton Tower; H. J. Williamson, RDAS.; W. L. Price, D. B. Maddock, G. L. Reed, F. W. Bone, RCCA. *Second row: (L. to R.)* T. C. Gleave, Supervisor of Training; W. K. Hamilton, A. R. Novakowski, instructor; O. L. Taylor, H. L. Williams, D. L. Cunningham, R. M. Kent, T. Prescott, RSA.; J. W. McClure, A.T.C. *Back row:* G. W. Wright, instructor; N. Hopper, S. G. Nicol, W. S. Knight, W. J. Warne, N. M. Freund.



Special Course for Aircraft Accident Investigators

Twelve civil aviation inspectors of Air Services came to Ottawa on May 4 for a special course in aircraft accident investigation. Determining the cause of all accidents involving civilian aircraft is one of the Department's responsibilities in the sphere of aviation. The men spent an intensive twelve-day training period to specially fit them for their work in investigating air accidents. They were lectured by scientists and other technical experts of the Royal Canadian Air Force, the

National Research Council, Transport Department, and other agencies whose activities are concerned with various aspects of crash investigation.

Taking the course were A. T. Burlen and R. D. Goodbrand, Toronto; R. O. Rice and S. J. Parry, Moncton; W. J. Dick and E. G. Clark, Edmonton; B. H. Hinderks and T. E. Carrie, Winnipeg; D. A. McLellan and L. Martineau, Montreal; and M. R. McCubbin and C. Leyland, Vancouver.

Ground Observers Corps Conference in Winnipeg

Appreciation of the fine work done by the ground observers at the Northern DOT airports and stations in Winnipeg region was expressed by senior RCAF officials at the Ground Observer Corps Conference at Winnipeg. The group included Senior Supervisors of Winnipeg region and the Air Traffic Control Centre; J. R. Brister, R.S.R.R.; H. C. Rayner, A.O.; J. J. Lomenda, Radio Aids (Operations Supervisor for G.O.C.); and W. E. Fenn, R.D.A.S.

Voicing their appreciation were G/C Mitchell, OIC of the RCAF Station, Winnipeg, and F/Lt. Swanton, Detachment Commander of the 51

Ground Observer Corps Detachment.

The Ground Observer Corps reports on aircraft activities for defence purposes. Due to the location of DOT stations, the familiarity of employees with aircraft operations and procedures and the established communications system, observers at these sites play a vital part in the warning network. They are a voluntary group and at the conference the importance of carrying out these duties and having the reports forwarded as soon as possible was stressed. Officers in Charge and Maintenance Foremen at stations were urged to co-operate.

See photos on back page



This 45-foot hill of rock is only 300 feet from the centre line of the Digby Island runway and has to be blasted away to leave a 1-in-5 slope.



Digby Island muskeg flowed off the airport site by itself and did not have to be trucked away. Resident Engineer Norm McClary and "Binkie" watch gravity do the work.

Engineers Overcome Terrible Terrain To Build Prince Rupert's Island Airport

A challenge as tough as any yet faced by the Department's Construction Branch has been overcome with construction of a fine 6,000-foot paved airport runway to serve the city of Prince Rupert, B.C., on nearby Digby Island, about three miles from the West Coast seaport.

The only available site near the mountain-ringed city was afforded by the island and it, at first look by Resident Engineer N. H. McClary, was an engineer's nightmare. The land was a forbidden mixture of deep, soggy muskeg and jagged outcroppings of rock jutting upward from 40 to 50 feet. Some of the bog holes were 30 feet deep, encircled by the rank, wilderness growth of the northern British Columbia rain forest.

Conversion of the site into an airport proceeded at a good rate, despite the difficulties facing the Department and associated contractors. The rocky hills were cut down and the engineers got rid of the muskeg problem by clearing out channels that drained muck away by gravity.

Latest reports indicate that the runway will be finished several months ahead of schedule. The island on which it is located is linked with Prince Rupert by a ferry service.



Resident Engineer Norm McClary, Ken Specht, Bill Herlihy, and Andy Chmielowiec take a compaction test on the new

runway at Digby Island which now stretches over an area recently covered by muskeg and rocky cliffs.

Canals—cont'd from page 4
and a mile long, was begun at Lachine. Planned to help fur traders and settlers get their canoes past Lachine Rapids, it was never completed.

The original Soulanges canal dates back to 1779, the year in which the first Sault Ste. Marie canal was built by the Northwest Fur Company.

Work started on the Lachine Canal in 1821 and between that time and the turn of the century the other canals along the St. Lawrence were constructed. As the years progressed and river trade grew, it became necessary

to enlarge them. They continued to service the commerce of Canada and the United States until with the development of the St. Lawrence Seaway, the Rapide Plat and Galop Canals were razed and disappeared beneath the new Seaway power pool.

In future, the Lachine and Cornwall canals will continue to service industries built along their banks. The Lachine maintenance shops will service the new St. Lambert and Cote Ste. Catharine locks of the Seaway, and the shops at Cornwall will service the new Beauharnois and Iroquois canals.

Sandspit, B.C. Now Marine-Aeradio

To the activities of the Sandspit Aeradio Station have been added the duties formerly performed by the Deadtree Marine Station, so that Sandspit is now classed as a combined Marine-Aeradio Station, one of the many now being formed in the Department.

D. D. Murphy Wins C.O.P.A. Award

D. D. Murphy, Regional Superintendent, Air Regulations, Vancouver, was presented with the COPA (Canadian Owners and Pilots Association) annual award for his contribution to civil aviation during the past year, at the annual meeting held at St. Jovite, Que. More than 40 aircraft from all parts of Canada flew there for the meeting of the 2,000-member association.

International Met Group Names D. P. McIntyre to Executive

Dr. D. P. McIntyre, Chief of the Research and Training Division of the Meteorological Branch was elected a Councillor of the American Meteorological Society for a three-year term at a meeting of that body held in New York.

Other members of the Met Branch attending the four-day technical sessions were: P. D. McTaggart-Cowan, Associate Director; C. C. Boughner, Chief of the Climatology Division; and C. M. Penner, Superintendent of Training.

W. M. Marshall Elected to a High Post in Professional Institute

W. M. Marshall, Radio Aids, Coordinator of Technical Training, was elected first Vice-President of the Professional Institute of the Public Service of Canada at the annual meeting held in Ottawa in March.



Photo shows radio operators in their working positions. From left to right: R. N. Anderson at radio range and domestic air-ground; R. T. Allan taking operational training under guidance of W. D. Sheldon, air carrier position; P. H. Pennefather at the ship-shore posi-

tion which includes radio teletype-circuits, radio circuits, and beacon control link; N. C. Jersey and in background D. H. Bodkin, assisting with equipment maintenance in meteorological observing position. Officer-in-charge O. G. Fraser is on right.

Airport Managers Appointed

EARLE KING MOVES TO HALIFAX

The appointment of Earle A. King, Airport Manager, Sydney, N.S., to manager of the new Halifax International Airport was recently announced. H. O. Toole from Moncton Airport succeeds him at Sydney.

A native of Sydney, Mr. King joined the Department in 1947 as manager at Sydney. He was a pilot in World War II with the R.C.A.F. serving from 1940-1946.

J. T. E. SHERIDAN GOES TO QUEBEC

The appointment of J. T. E. Sheridan of Montreal Airport, to airport manager of Quebec was announced recently. He succeeds J. E. Goulet who was transferred to Montreal airport as assistant manager.

Mr. Sheridan was stationed with the R.C.A.F. at Quebec during the war doing airport maintenance. Joining the Department there, he continued on after the war until 1950 when he was transferred to Goose and Seven Islands and in 1951 was transferred to Gander where he remained until 1954 when he was brought to Montreal.

Captain Bullock—cont'd from page 2

chant Navy as an officer in all types of ocean-going cargo ships, oil-tankers and passenger liners. At sea in all theatres of activity during the second World War, he survived the loss of the "Empress of Canada" when she was sunk by torpedo in March, 1943, and also survived the loss of another ship, "The Beaverbrae" by bombing.

Before the end of hostilities, Captain Bullock transferred to the Canadian Merchant Navy, and settled in Canada. He was first appointed master of an ocean-going cargo vessel in 1946, then for the next five years was in command of ships sailing to world wide routes—China, Japan, India, Africa, Mediterranean, Central and South America.

Entering the Civil Service of Canada in 1953, in National Defence Headquarters, he transferred to the Department of Transport in April, 1957, to take up position of pilotage officer.

"Ships and the Seaway" is not Captain Bullock's first writing project. He has had several articles published in marine transportation magazines. Advance sales indicate a good demand for his book.

RETIREMENTS

Photo shows Gordon W. Stead, Miss Duhamel, Mrs. V. Johnson and J. N. Betournay at retirement presentation.



Miss F. Duhamel Has 52 Years of Service

With 52 years of Government work to her credit and having served under nine Deputy Ministers and many Ministers, Miss Fidelia L. Duhamel of the Canal Services Branch was honoured March 31 by her co-workers and friends on her retirement.

The presentation took place in the Library and coincided with the transfer of the main-line canals from the Department of Transport to the St. Lawrence Seaway Authority. Gordon W. Stead, Director General of Marine Services, presented Miss Duhamel with a wrist watch from her associates. Mrs. Veronica Johnson presented her with a bouquet of flowers.

Miss Duhamel was born in Old Chelsea, Que., educated at Rideau Street Convent, and in 1907 joined the Department of Railways and Canals, since incorporated into the Department of Transport.

A niece of Archbishop Duhamel, first Archbishop of Ottawa, Miss Duhamel has been active in church circles, including the Catholic Women's League of Business and Professional Girl's Club and also the St. Theresa's Church Guild. In her activities with the Lorraine Chapter of the I.O.D.E., of which she has been a member for

40 years, Miss Duhamel was regent for two years and treasurer for 26 years. She now holds the office of Educational Secretary of the chapter.

Miss Duhamel has always had a keen desire to travel and during her statutory holidays, she has visited every province of Canada with the exception of Prince Edward Island, but still hopes to get there. During her travels she has been several times to the Pacific coast and the Maritimes.

Navigation Instructor Honoured by School

Captain Judson Hains, senior instructor for the Halifax Navigation School, was honoured on his retirement with a brief ceremony and a presentation by members of the school.

He retires after 14 years of service with the Navigation School at Halifax. During his service as instructor, Cap-

Party for "Pat" Patterson Last Day at Windsor Airport

On February 20, H. W. Patterson, Resident Engineer, retired from the Department after 20 years service.

Many of his friends and co-workers at the airport held a farewell party for him in the Administration Building to say "Good-bye" and wish him well in this new phase of his career. The group included, G. W. Smith, Airport Development, Ottawa; H. M. Wilson, R.C.C.A.; G. McDowell, R.R. A.E.; R. A. Bradley, R.C.E.; H. A. McIntyre, R.S.A.P.; and F. T. Hughes, R.S.A. of the Toronto Regional office.

After congratulatory telegrams were read by J. Armstrong, Airport Manager, Mr. Bradley presented "Pat" Patterson and Mrs. Patterson with a T.V. set and a Bell and Howell movie projector.

tain Hains has taught over 1,700 candidates, who came to study for certificates of competency as mates and masters for home trade and foreign waters.

At Yarmouth during the war years he compiled a course in elementary navigation which was successfully used by the Canadian Legion as one of their correspondence courses for members of the armed forces and merchant navy. At the end of the war Captain Hains received a certificate of merit from the Canadian Legion for his work in connection with this course.

Captain H. D. MacKay (R) Supervising Examiner of Masters and Mates makes presentation to Captain Hains. Mrs. Hains looks on. (Halifax Chronicle Photo)





←Seen here on the bridge of the Department of Transport's River St. Lawrence Ship Channel vessel "Detector" are her skipper, Capt. Albert Vexina, and First Mate Bruneau Boisvert, both of Quebec City.

St. Lawrence Buoy Tending Job Doubled by Seaway Operation

Opening of the St. Lawrence Seaway to ocean shipping, this Spring placed a record-breaking work load on the decks of the Department of Transport lighthouse and buoy tending ship C.G.S. *Grenville*.

Though there were some initial delays due to ice conditions, the job was carried out speedily once it got under way. The ship moved along the miles of waterway from Montreal to Lake Ontario, leaving in her wake the long line of buoys, rocking in the swells and blinking a constant message of safe passage to shipping.

Development of the Seaway, and in particular the existence of new Lake St. Lawrence in the Morrisburg-Cornwall section has nearly doubled the number of marine navigation aids that must be set out and tended regularly by Captain Oscar Morphet and the 26-man crew of the veteran ship. Along the *Grenville's* regular "run" between Kingston and Valleyfield, Que., just west of Montreal, there are now 554 aids of all types.

Capt. Morphet, who has commanded the *Grenville* for the past 11 years, found his work this season hampered by unusually heavy ice along the

St. Lawrence. Part of the difficulty lay in the fact that in the old days the fast river current prevented a freeze-up to any serious degree in the river channel. During the past Winter, however, the Seaway-quietened waters froze to a depth of nearly three feet in places.

To cope with the new conditions, the Transport Department had C.G.S. *Grenville* strengthened considerably with new ribs and heavier hull plating. At the same time, her crew's quarters in the forecabin were enlarged and improved.

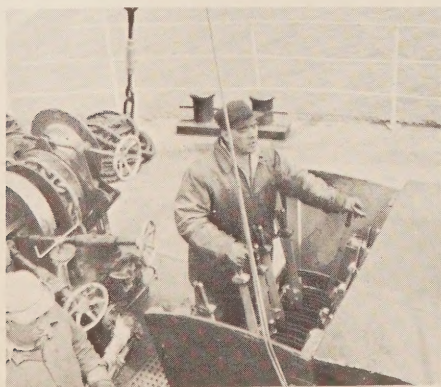
The ship began her work early in April, the job continuing almost from daylight to dark each day in order to provide the earliest possible opening date for Seaway shipping. Winter "spars", marking the locations of buoys hauled out last December had to be taken up and replaced with the freshly-painted and overhauled buoys. Because of their vastly increased number, some of the work was done by tugs and other Department of Transport craft in localized sections like the Beauharnois Canal.

Buoy laying is a routine matter for the experienced crew of C.G.S. *Grenville*. It is still heavy work, however, requiring a high degree of skill on the part of captain and crew. The larger buoys weigh tons and their huge anchors, some of concrete, some of iron, are even heavier. They actually cause

the 500-ton ship to heel when the winch man, seated at his small forest of control levers like a maestro at an organ, swings them out over the side and awaits the captain's shout of "Let 'er go!"

End of the buoy-laying job does not mean the end of work for the Transport Department's St. Lawrence ship. Lighthouses and other shore aids to navigation, as well as the floating aids, will require continuing attention all through the season. For C.G.S. *Grenville* there's to be no rest until freeze-up, next December.

"A Bunch Of The Buoys" Aboard C.G.S. *Grenville*—Spring days are busy days for the Department of Transport men who tend the marine navigation aids along Canadian waterways. Seen here are some of the crew members of C.G.S. *Grenville*. From left, Rae Casselman, Second Mate; H. Myers, H. Cassell, V. Jento, S. Knapp, R. Hummell; background, Vince Bonneau and, on top of the buoy, G. Casselman. ↓



←Winch A Cinch For Mr. Myers—With practised hand, winchman H. Myers of the crew of C.G.S. *Grenville* Transport Department's buoy vessel on the Upper St. Lawrence, works the controls that lift the tons-heavy buoys in and out of the water.



SAFETY FIRST

Gotta power mower? If you have, better read these admonitions by an expert of the Industrial Accident Prevention Association of Ontario:

- "Don't use a power mower on ground littered with stones, sticks or wire;
- Don't make adjustments with the motor running;
- Don't allow children to operate mower or to stand near it when it is in operation;
- Don't work on an electric mower while the power is connected;
- Don't leave motor running and unattended;
- Don't refuel motor while it is running or hot;
- Don't operate mower while barefoot or wearing thin shoes;
- Don't allow domestic pets near mower while it is in use.

The motor should be stopped when lifting the mower from one level to another; blades should be set at the highest cutting point in weedy ground and movement on terraces should be sideways to prevent the machine sliding back on the operator. The spark plug should always be disconnected before working on a hot motor. Movement of the blade may restart the motor."

Toronto Staff Have Farewell "Do" for A. R. Pinder

The promotion and transfer of Inspector A. R. Pinder to Headquarters, was the occasion for a farewell party by the Toronto Regional office. M. E. Louch, Regional Superintendent, Air Regulations presented Mr. Pinder with a Kodak Movie camera and congratulated him on his promotion and on his 10 years of loyal service in that Region.

Party for J. T. Sheridan

A farewell party for J. T. E. Sheridan was held in the office of E. L. Capreol, Airport Manager, Montreal, on the occasion of Mr. Sheridan's promotion to Quebec.

At the party, which was attended by many of Mr. Sheridan's friends from airline companies, regional office and airport staff, he was presented with an engraved gold wrist watch, and with a well-filled wallet.

Ground Observers Corps—cont'd from page 11



F/O D. S. Burton, G.O.C. field officer (L) and F/Lt. S. L. Swanton, Detachment Commander (R) discuss Corps operations and aircraft reporting procedures with Chief Observer S. L. Sweetapple, O.I.C. at Churchill.

Meteorology Department Set Up at McGill

McGill University has announced plans to establish a Department of Meteorology—Canada's first. It is planned to set it up within the Arts and Science Faculty.

Research is to be conducted under the faculty of graduate studies and research. The undergraduate course will duplicate the present course for Mathematics and Physics students, differing only in the final year. Students will receive an honours Bachelor of Science degree in meteorology and may study for master's and doctor's degrees in the graduate school.

Large-scale research already is going on at the University in the fields of Arctic meteorology, cloud physics, radar meteorology, stratospheric analysis and glacial meteorology.



They baked a cake for the farewell party for Mr. Sheridan. J. L. Blondeau (L) RDAS toasts the host (next to him) and presents a gift to him. E. L. Capreol, Airport Manager, Montreal and his secretary, Mrs. A. Crowhurst, participated in the presentation.



G.O.C. Chief Observer George Stetski former O.I.C., Chesterfield Inlet now at Churchill, transmits an aircraft flash message.



Chief observer for G.O.C. when OIC at Baker Lake, Vic Decloux has reported many strategic-type aircraft.

Suggestion Award Photos cont'd from page 7



Marian L. Cousineau receives award from S. McLean.
(Public Works Photo)



S. W. Hatcher (R) receives suggestion award from J. A. Lenahan, Acting Regional Director. Included in the group are other members of Camperdown staff, and C. C. Sheck (L) OIC of the station.